Clause 1, the Enacting Formula and the Title were added to the Bill.

श्री सभापति: अब इस पर कोई बोलने वाला हो तो बोले।

श्री नीलोत्पल बसु (पश्चिमी बंगाल): सर, इसके ऊपर बोलने वाली तो देश की जनता होगी।

श्री सभापति: रेलवे ऐप्रोप्रिएशन पर कोई माननीय सदस्य बोलना चाहेंगे?

श्री पृथ्वीराज चव्हाण (महाराष्ट्र): सर, मेरा नाम है लेकिन मैं बाद में बोलूंगा। पहले आप तीनों बिल-नम्बर 4, नम्बर 5 और नम्बर 6, कर लीजिए, जब आप वोट ऑन एकाउंट वाला बिल करेंगे, उस समय मैं बोलूंगा।

श्री सभापति: अब इस पर मुझे माननीय सदस्यों ने लिखकर दिया है कि बोलेंगे, लेकिन बोल नहीं रहे हैं।

श्री पृथ्वीराज चव्हाण: जब आप वोट ऑन एकाउंट करेंगे, उस पर बोलेंगे।

श्री सभापति: आप रेलवे पर नहीं बोलना चाहते?

श्री पृथ्वीराज चव्हाण: सर, आप तीसरा बिल करिए, तीसरा बिल करने के बाद बोलेंगे। जब वोट ऑन एकाउंट होगा तब बोलेंगे।

SHRI NITISH KUMAR: Sir, I beg to move:

"That the Bill be returned."

The question was put and the Motion was adopted.

THE APPROPRIATION (RAILWAYS) BILL, 2004

AND

THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 2004

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): Sir, I beng to move:

"That the Appropriation (Railways) Bill, 2004 to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2002-2003 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The question was put and the Motion was adopted.

MR. CHAIRMAN: Now, we shall take up Clause-by-Clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI NITISH KUMAR: Sir, I beg to move:

"That the Bill be returned."

The Question was proposed.

श्री पृथ्वीराज चव्हाण (महाराष्ट्र): सभापति महोदय, आज हम यहां एप्रोप्रिऐशन बिल, वोट ऑन एकाउंट रिटर्न कर रहे हैं और Excess Demands for Grants भी ह म रिटर्न कर रहे हैं। इस पर काफी चर्चा हुई है, इसलिए मैं ज्यादा समय नहीं लूंगा, मैं केवल दो-तीन मिनट में अपनी बात कहूंगा। मैं सिर्फ यह मुद्दा यहां उठाना चाहूंगा कि एक तरफ तो सरकार 8 प्रतिशत आर्थिक विकास की दर की बात कर रही है और कई जगह तो 9-10 प्रतिशत की बात हो रही है लेकिन अगर रेलवे की विकास दर हम देखें तो माल-ढुलाई की वृद्धि दर 5.3 प्रतिशत थी, यात्री किलोमीटर की वृद्धि दर 4.4 प्रतिशत थी। आपने जो बजट रखा है, सिर्फ दो-ढाई प्रतिशत की वृद्धि का बजट रखा है। कहां तो एक तरफ आप भारत उदय की बात करते हैं, Shining India की बात करते हैं और 8-9 प्रतिशत आर्थिक विकास दर की बात करते हैं, GDP की बात करते हैं लेकिन रेलवे उस गति पर नही चल रही है, रेलवे पैसेंजर ट्रेन की गति से चल रही है। जब तक रेलवे 8-9-10 प्रतिशत से ज्यादा वृद्धि नहीं करेगी, तब उसका GDP में जो कंट्रीब्यूशन है, वह पूरा नहीं होगा और हम 8 प्रतिशत आर्थिक विकास का लक्ष्य नही पा सकेंगे।

मैं रेल मंत्री जी से यह पूछना चाहूंगा कि दो साल पहले आपने एक रिपोर्ट तैयार की थी - राकेश मोहन कमेटी रिपोर्ट - जो रेलवे का इन्फ्रास्ट्रक्चर सुधारने के बारे में थी। उसमें काफी कुछ रि-स्ट्रक्चरिंग के बारे में, रेलवे की पुनर्संरचना के बारे में कहा था। मैं आपसे निवेदन करना चहूंगा कि जब इलेक्शन के बाद सरकार आएगी तो हम बात करेंगे लेकिन हम चाहते हैं कि आप एक White Paper तैयार करें कि राकेश मोहन कमेटी के बारे में आपने क्या सोचा है क्योंकि उसमें काफी कुछ पुनर्संरचना की बात की गई थी।

सभापति महोदय, इसके चलते मैं रेल मंत्री जी से एक निवेदन और करना चाहूंगा कि आपकी जो रेलवे की वर्कशॉप्स हैं, उनका आप एक कंपनी के रूप में रूपांतर करें, एक कारपोरेशन के रूप

में रूपांतर करें ताकि उनकी बैलेंस-शीट बने, प्रॉफिट ऐंड लॉस एकाउंट बने और उनको और क्षेत्रों में भी काम करने की अनुमति दें क्योंकि आज जो cost plus तरीके से ये वर्कशॉप्स चल रही हैं, वे कितनी एफिशियेंसी से चल रही हैं, कितनी कार्यक्षमता से चल रही हैं, इसका कोई अंदाज़ा नहीं लग पाता है। इसलिए मेरा यह सुझाव है कि आप इन सारी वर्कशॉप्स को एक कंपनी के रूप में बदल दें, जैसे रेलवे के अंदर और भी कई कंपनियां चल रही हैं।

सभापति महोदय, अब मैं अंतिम मुद्दा कहकर अपनी बात समाप्त करूंगा कि यह जो रेल बजट की व्यवस्था है, यह 1924 से चल रही है, जब से ब्रिटिश सरकार ने अलग रेल बजट बनाने की व्यवस्था की और रेलवे के जो फाइनेंसेज़ हैं, उनको जनरल बजट से अलग करके रेल बजट प्रस्तुत करने की योजना चली है। मेरे ख्याल से अब समय आ गया है कि इस पुरानी ब्रिटिश परंपरा को, अंग्रेजों की परंपरा को हम समाप्त करें और यह रेल बजट की जो प्रक्रिया है, उसको समाप्त करें। रेलवे किसी और सरकारी उद्यम की तरह से चलाई जाए। आज रेलवे से भी बड़े कई सरकारी उद्यम चल रहे हैं। अगर हम पार्लियामेंट में हरेक बड़े उद्यम का अलग से बजट पेश करें तो वह संभव नहीं है। मेरे ख्याल से यह व्यवस्था समाप्त करनी चाहिए जो ब्रिटिश काल से चल रही है। इस व्यवस्था को समाप्त करना चाहिए, इस पर आप अवश्य विचार करें। धन्यवाद।

SHRI VAYALAR RAVI (Kerala): Sir this is not a criticism of anything. I request the Minister to consider it, not even answer here. Please visit the trains, which go to southern part of the country, especially Kerala. Kerala Express, Mangla Express, two, three expresses are there. You please visit any of these trains on a surprise visit. These are having very bad bogeys, and very bad arrangements. They are not up to the mark. For two days and two rights it is a very difficult journey, especially for the second-class passengers. I only request the hon. Railway Minister to take this opportunity to have a visit and improve the arrangements or facilities in these long distance trains. Thank you, Sir.

श्री सुरेश पचौरी (मध्य प्रदेश): सर, आज सिंहल साहब को पूरी छूट दी जाए, वे जितना बोलना चाहें बोलें।

SHRI B.P. SINGHAL (Uttar Pradesh): Mr. Chairman, Sir, I am very grateful to you for giving me an opportunity to speak on the Appropriation Bill of the Railways. Much has already been spoken, but I must join Mr. Bimal Jalan in the deep appreciation of running such a huge organisation like the Railways, the biggest, as he said, in the whole world. No

organisation has so much manpower or this kind of budget that is handled in a corporation, and the efficiency with which it has been run through all these years. Since the time when I was a young boy, Railways were known for their punctuality, for their timings and for their discipline. That slackened very significantly in the 1950's and early 60's when the Railways went on a countrywide strike. I still remember. ... *(Interruptions)*... it was 1957, when the whole Indian Railways struck work. Of course, it went down, but the workers at that time who were misguided certainly spared no stone unturned and almost the whole collapse of the Indian economy would have taken place if that strike had succeeded. But thanks to the firmness of the Government, that strike was defeated and the Railways were back on track.

[THE DEPUTY CHAIRMAN in the Chair.]

However, there has been a very sharp decline in the discipline of the Railways, in fact, there has been a sharp decline in the discipline of all sections of society. Sir, I believe, that if discipline is lax, the whole organisation becomes a burden. Today, the main malaise in the entire country is slackening of discipline in every section of our polity. And that is why every organisation that was built to serve the people and be of benefit to them has been increasingly becoming a burden on the society. However, there has been a very distinct improvement in the last three years or four years in the conduct of the Railway employees, the TT and all those who have interface with the passengers. Their conduct has improved very significantly. I would like to congratulate Nitish Kumarji for whatever ways in which the policies were turned and the Railway officials were made responsive. I do not have to comment on the starting of so many new trains, especially taking advantage of the 150th anniversary sixteen Jan Shatabdies were started, and now there is this proposal for Sampark Kranti Railways. It is a very novel idea and, I believe, it will benefit every State. It goes to the credit of the present Minister to conceive a Budget allocation for the Railways which divides the entire money that they have on a State-wise basis. There have been complaints earlier of the Railways favouring some States at the cost of others. But this time, and even earlier, since the Minister has taken the decision that he would see to it that the money is spent equitably in all the States, and it has also been executed, I must congratulate the Railway Minister for this

concept of distributing money State-wise so that no State has a feeling that it is receiving a step-motherly treatment. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: Why don't you use the word "step-fatherly treatment"? Why is the name of a poor mother has to be taken all the time? In any case, the Minister is a man, he is not a woman.

SHRI B.P. SINGHAL: I will tell you why. It is because, in this country, man has had the prerogative of marrying twice and thrice. The poor woman had not had that advantage in the past. So, there are more step-mothers than step-fathers. That is why step-motherly treatment is the word that is being used. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: In that case, I will request the hon. Prime Minister to appoint a woman Railway Minister. ...*(Interruptions)*...

SHRI N. JOTHI (Tamil Nadu): Madam, do you want accidents to take place daily? ...*(Interruptions)*...

श्री भारतेन्दु प्रकाश सिंहल: हमारे आदमी मना कर रहे हैं। ...(**व्यवधान**)...

उपसभापति: आपको कहां जाना है? आपको चेयर पर आना है तो मैं बैठा दूंगी। आप उनको बोलने दीजिए। ...(**व्यवधान**)...

SHRI B.P. SINGHAL: Besides that, the Sampark Kranti Express idea is totally novel. Here, the train will leave Delhi and will go in the manner in which the Rajdhani Express goes till it touches the border of the State concerned. From that border onwards, it becomes almost a passenger train, or maybe, an express train, touching all the towns, stopping at all the towns in that State, and this Sampark Kranti will be known by the name of the State which it is going to serve. And that, I think, is a very novel idea and every State of this country will be grateful to the Minister for conceiving this idea because, within the State, people travel from one town to another frequently. But when it comes to Delhi, as soon as they leave the border, there is no stop for picking up passengers. There may be a stop for changing of staff or for refuelling and so on. But that concept, is a very novel concept. Madam, they talk of feel-good factor. That is what causes the feel-good factor. When people feel that the Department, so mighty as the Railways, is looking after their personal conveniences so deeply, that is what causes the feel-good factor in the people. ...*(Interruptions)*...

श्री दीपांकर मुखर्जी (पश्चिमी बंगाल): आप पहले क्यों नहीं बोले? आप इतने अच्छे पाइंट्स बोल रहे हैं।

उपसभापति: मैंने नहीं बुलाया इसलिए नहीं बोले।

श्री खान गुफ़रान ज़ाहिदी (उत्तर प्रदेश): अब आपकी इजाजत से बोल रहे है। ... (व्यवधान)...

SHRI B.P. SINGHAL: Madam, another very remarkable idea is of an extreme convenience. Of course, it is, perhaps, limited to certain stations, but it will catch up in due course. Supposing, I have to travel from Lucknow to Patna or from Lucknow to Madras on a particular date. From Delhi itself, it can get my reservation on the desired date from Lucknow to Chennai, without any difficulty. From any station to any station, you can get reservation. If there is a poor man, who has no idea about his programme, and has been asked to proceed to some place, and who just comes to the railway station, a provision has been made for that man also, because he can board a train where there are compartments which do not need any pre-reservation. So, all kinds of passengers have been taken care of. Now, Mr. Soz mentioned — he is not here — that the train from Kazipur ...*(Interruptions)*...

श्री दीपांकर मुखर्जी: आप जो बोलें वह सही है। अब कोई फर्क नहीं पड़ता है। ...(व्यवधान)... आप जो बोलेंगे, हम disciplined हैं, मान लेंगे।

SHRI B.P. SINGHAL: Regarding the promise or the assurance that the Minister has made, or the belief that the Minister has shown, that the train from Kazikund to Baramulla will be through by 2005. Prof. Soz said "It is an impossibility ...*(Interruptions)*... "It is impossible" he said. It may be by 2009 or 2010. But he forgot that this Government is used to doing the impossible. That is our routine. The miracles take a little time. But "the impossible" we do at once. That is the characteristic of this Government. And that is what has made the media feel good or declare that there is a "feel-good factor" in this country. We never invented this term in this country. Let me assure all the Members—they think that we have invented it—that it is the media that has first invented the term, and we found it a very good expression. Had we invented it, would have given a Hindi translation of it. Unfortunately, the English media has

prepared this phrase, and we do not have a very good Hindi translation of it. That shows that it is not we who have declared that there is a "feel-good" factor in the country. The "feel-good" factor has come out from the people who feel good. It hurts the Opposition! Despite knowing that there is so much of "feel-good" factor, they say, "Why should be a "feel-good" factor with the NDA Government in place?" . . .*(Interruptions)*. . . . They do not like it, and they spare no opportunity in expressing their distaste for it.

Madam, there is another factor upon which I would like to dwell at some length, and that is ...*(Interruptions)*...

श्री खान गुफरान ज़ाहिदी: आज तो बहुत अच्छी तकरीर सिंहल साहब कर रहे हैं।

उपसभापति: आप उन्हें हैरान नहीं कर रहे हैं, परेशान नहीं कर रहे हैं तो बोल रहे हैं। आप इन्हें डिस्टर्ब करते हैं तो वे खराब बोलेंगे। Don't disturb him.

SHRI B.P. SINGHAL: And that is crimes in the trains, and alongwise the Railway Tracks... *(Interruptions)*... Madam, it is very a little known fact about the jurisdiction of a GRP District. There are Superintendents of GRP Districts, and, as we have been saying, in the police, A GRP District is hundreds of kilometers long and only hundred metres wide. That is the area of a GRP District. The Railways have their own property which has a fixed width, and within that width, the GRP jurisdiction is there. It is not available outside that width. No other force has jurisdiction on that width. Simultaneously, ...*(Time-bell)*... Madam, that is the reason as to why.... *(Interruptions)*...

उपसभापति: अंदर की बातें मुझे पहले से पता होती हैं इसलिए अब वह जरूरत नहीं रही है।

SHRI B.P. SINGHAL: Madam, I will quickly put it. A crime that is committed is, primarily, the responsibility of the GRP, which, as our Minister has said so eloquently, is the responsibility of the State. I remember, I was asked, as a District Superintendent of Police, by my Inspector General to rush to a place where a dacoity had been committed at a Railway Station. I was Superintendent of Police, but I was asked to assist the GRP. And that is the usual thing that we do. But these days, there is lack of coordination between the GRP and the District Police, and that is what causes inefficiency in the functioning of the GRP. Besides in the GRP, they have to go from one place to another all the time. There

is no home life for the GRP men, like there is no real home life for the officials of the Railways, who have a travelling duty. Therefore, only those who are the throw-outs of police seem to get into the GRP. That is another reason why the GRP staff is not as efficient as the general staff.

Madam, in the end, I would like to draw the attention of the Railway Minister to certain things that have a tremendous impact on the people, for creating a good feeling or a bad feeling among the travelling passengers. The best ambassadors of goodwill or ill-will for the Railways are the passengers. When a passenger enters the Second Class-AC compartment, he finds that the linen is marked with dirty spots, greasy spots and very badly laundered. In fact, no laundering is taking place. There is an absence of adequate supervision in ensuring the cleanliness of the linen that is used. Similarly, as one of my colleagues on that side has said, the trains, particularly, the toilets, are not very clean. ...*(Interruptions)*...

उपसभापति: अभी आप अपना भाषण समाप्त करें क्योंकि अभी आवश्यकता नहीं रही है। ...*(Interruptions)*... I will announce everything.

SHRI B.P. SINGHAL: I only want, just as the Minister has given some concentrated focus on the safety and security of the passengers, he needs to also focus on the comfort of the passengers as well as on the quality of maintenance of the compartments. Thank you.

SHRI K. RAHMAN KHAN (Karnataka): Madam, ...

उपसभापति: रहमान साहब, अब आप कल बोलिएगा। आप ऐप्रोप्रिएशन पर बोलिएगा। अभी कोई नहीं बोल रहा है। थर्ड रीडिंग पर इतने लोग कभी नहीं बोलते हैं। एक-दो ही बोलते हैं, वह तो हमारी ज़रूरत थी।

श्री राजीव रंजन सिंह "ललन" (बिहार): मैडम, सिंहल साहब को धन्यवाद देना चाहिए कि उन्होंने सफलतापूर्वक निर्वाह किया।

उपसभापति: इन्होंने बहुत सफलतापूर्वक गाड़ी की चेन खींचकर रखी हमारे हाऊस की। मंत्री जी, मुझे लगता है कि शायद रेलवे के डिसकशन पर जितना मैं आज हंसी हूं, उतना कभी भी नहीं हंसी। इतने अच्छे वातावरण में सब बातचीत हुई और माहौल बहुत अच्छा रहा। अब मैं आपका बिल रिटर्न करा दूं। ...**(व्यवधान)**...

श्री सुरेश पचौरी: मैडम, आपकी इजाज़त से मैं कुछ कहना चाहता हूं।

7.00 P.M.

उपसभापति: अब आप भी कुछ बोल रहे हैं।?

श्री सुरेश पचौरी: जी मैडम।

उपसभापति: आप तो बोल चुके इतना अच्छा कल।

श्री सुरेश पचौरी: मैं दूसरी कुछ गुज़ारिश करना चाहता हूं।

उपसभापति: पहले इसको कर लें फिर आपकी गुज़ारिश सुन लेंगे। इससे ताल्लुक है क्या?

श्री सुरेश पचौरी: जी नहीं।

उपसभापति: ठीक है, फिर बाद में सुन लेंगे।

THE DEPUTY CHAIRMAN: Now, the question is:

"That the Bill be returned."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now, I shall put the motion regarding the Appropriation (Railways) No. 2 Bill, 2004 to vote. The question is:

"That the Bill to provide for the authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on 31st day of March, 2002 in excess of the amounts granted for those services and for that year, as passed by Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now, we shall take up the clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI NITISH KUMAR: Madam, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

उपसभापति: एक बात और है। नीतीश कुमार जी, आपसे एक सवाल पूछना है। जब आप लोक सभा में अपना बजट पेश कर रहे थे तो आपने ग्रीन मफलर पहना था और आज जब यहां मूव कर रहे हैं तो आपने थोड़ा लाल कलर उसमें डाला है। इसका ऐक्सप्लेनेशन आप देकर जाइए।

श्री नीतीश कुमार: दोनों हाऊस के दो कलर हैं।

उपसभापति: मैंने समझा शायद आप राज्य सभा में आने वाले हैं।

श्री भारतेन्दु प्रकाश सिंहल: राज्य सभा का लाल है और वहां का ग्रीन है।

श्री सुरेश पचौरी: हां, लेकिन जज्बा एक है।

उपसभापति: पचौरी जी, आपकी क्या समस्या है? मेरा एक छोटा सा बिजनेस है, उसको कराना है।

POSTPONEMENT OF PRIVATE MEMBERS' BUSINESS

SHRI SURESH PACHOURI (Madhya Pradesh): Madam, Rule 23 deals with the arrangement of Government Business and Rule 24 deals with the allotment of time for Private Members' Business. मैडम, कल का जो दिन नियत किया गया है, फ्राइडे होने के नाते प्राइवेट मेम्बर बिजिनस के लिए निर्धारित किया गया है। ... (व्यवधान)... चूंकि कल थर्सडे है। पहले भी ऐसा प्रीसिडेंट् रहा है, फ्राइडे के अलावा अगर चेयरमैन साहब और दिन चाहे तो प्राइवेट बिजिनस डिसकस किया जा सकता है। उस आधार पर कल थ्रसडे होने के कारण फ्राइडे का मेम्बर्स बिजिनस लिस्टिड हुआ है। लेकिन रूल 23 के हिसाब से,

"On the days allotted for the transaction of Government business that business shall have precedence and the Secretary-General shall arrange that business in such order as the Chairman after consultation with the Leader of the Council may determine".

मेरा आग्रह यह है कि कल संभवत: सदन का आखिरी दिन है और चूंकि कल के लिए अंतरिम बजट लिस्टिड है, जिसका प्रिसिडेंस होना चाहिए और मैडम, मेरी दूसरी गुजारिश यह है कि प्राइवेट मेम्बर्स बिजिनस चूंकि लिस्टिड हो चुका है और रूल-24 के हिसाब से ऐसी सदन में पहले भी परंपरा रही है कि